

# Proposed Sedona-Oak Creek Canyon Transit Plan

## PHASE 1

- 3 Core Routes
- ADA Demand Response
- 4 Trailhead Shuttles (Jim Thompson, Huckaby, Little Horse, Mescal)

## PHASE 2

- 3 Additional Trailhead Shuttles (Cathedral Rock, Soldiers Pass, Dry Creek/Mescal)
- Addition of Bell Rock and Courthouse Vista stops to VOC Route

## PHASE 3

- OCC Route

## PHASE 4

- Express Services to Slide Rock

### Oak Creek Canyon Route

**Peak Season: Mar thru Oct**  
Daily Service: 7 AM—6 PM  
30-Minute Frequency

**Off Peak Season: Nov thru Feb**  
Weekends Only: 7 AM—6 PM  
30-Minute Frequency

### Transit Hub to Uptown Connector

**Peak Season: Mar thru Oct**  
Daily Service: 6 AM-11 PM  
15-Min Freq 10 AM-8 PM  
30-Min Freq 6-10 AM/8-11 PM

**Off Peak Season: Nov thru Feb**  
Daily Service: 6 AM-11 PM  
30-Min Freq All Day

### West Sedona to Transit Hub

**Peak Season: Mar thru Oct**  
Daily Service: 6 AM-11 PM  
15-Min Freq 10 AM-8 PM  
30-Min Freq 6-10 AM/8-11 PM

**Off Peak Season: Nov thru Feb**  
Daily Service: 6 AM-11 PM  
30-Minute Frequency All Day

### ADA Demand Response

**Sedona and VOC**  
Year-round  
Daily Service: 6 AM-11 PM

### Trailhead Shuttles

**Peak Season: Mar thru Oct**  
Daily Service: 7 AM—6 PM

**Off Peak Season: Nov thru Feb**  
Weekends Only: 7 AM—6 PM

### VOC to Transit Hub

**Peak Season: Mar thru Oct**  
Daily Service: 6 AM-11 PM  
15-Min Freq 10 AM-8 PM  
30-Min Freq 6-10 AM/8-11 PM

**Off Peak Season: Nov thru Feb**  
Daily Service: 6 AM-11 PM  
30-Minute Frequency All Day

## MAP KEY

### Core Routes

- A** West Sedona to Hub
- B** South of VOC to Hub
- C** Hub to Uptown

### OCC Route

- South of VOC to OCC Overlook

- Phase 1 Trailhead Shuttles
- Phase 2 Trailhead Shuttles
- P Potential Park & Ride
- Trailheads
- Campground/Picnic Area
- Demand Response Service

Not to scale

NORTH





# What are the benefits of this proposed transit plan?



## Increased Mobility Options

The proposed transit routes will increase mobility options for local residents, visitors and employees of area businesses.

- Local residents will have easier access to local destinations, including uptown and popular trailheads.
- The visitor experience will be enhanced for all, and those preferring a car-free vacation will have that option.
- Employees who live in Sedona and Cottonwood will have improved transportation to businesses throughout the area.
- Residents and visitors will enjoy improved safety as transit will allow everyone to avoid drinking and driving.
- Persons with disabilities will have a new mobility option with the ADA demand-response service.



## Connectivity between VOC, Sedona and OCC

The proposed system will provide a frequent and convenient connection between destinations within Sedona, the Village of Oak Creek and Oak Creek Canyon. Services will run year-round with frequencies of every 15-30 minutes.

## Reduced Parking Impacts

A key benefit of the transit services will be the mitigation of parking requirements at key destinations including Uptown Sedona, popular trailheads and within Oak Creek Canyon. Combining the proposed transit service with well enforced parking controls will reduce the negative impacts of uncontrolled parking on the canyon environment and Sedona neighborhoods.



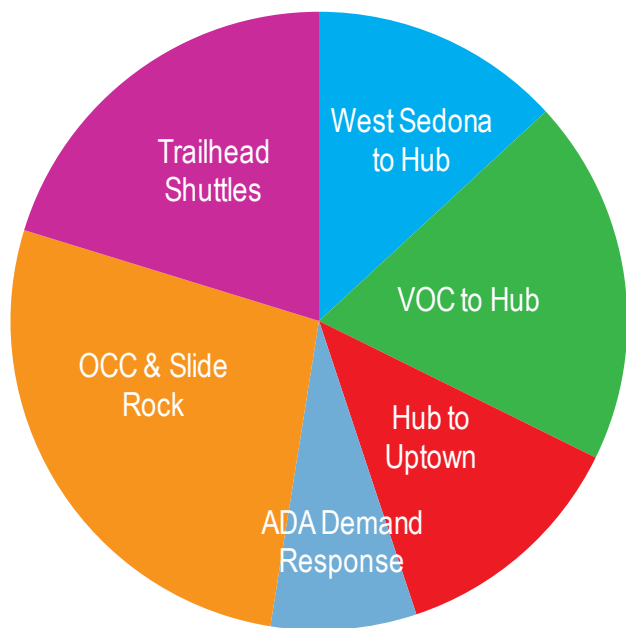
## Reduced Traffic Congestion in Uptown and at the “Y”

While transit alone cannot address Sedona’s growing traffic congestion, this plan will reduce traffic levels at key locations during peak time periods. Traffic volume at the Y could be reduced by 800 to 1,800 cars on peak days. Traffic on SR 179 could be reduced by up to 1,300 cars on peak days.

# Facts and Figures

Annual Operating Costs & Ridership

2.58 Million  
Annual Passenger Trips



\$6.7 Million  
Annual Operating Budget  
At Full Implementation

Proposed Transit Service	Annual Ridership	Annual Operating Cost	Passengers per Hour	Cost per Passenger
PHASE 1				
FIXED ROUTE SERVICE from West Sedona to Transit Hub				
Peak Season	516,000	\$727,000	52.4	\$1.41
Off-Peak Season	84,000	\$156,000	40.6	\$1.86
FIXED ROUTE SERVICE between VOC (in-town) and Transit Hub				
Peak Season	218,000	\$980,000	16.6	\$4.50
Off-Peak Season	73,000	\$309,000	17.6	\$4.23
FIXED ROUTE SERVICE between Uptown Sedona and Transit Hub				
Peak Season	462,000	\$700,000	46.9	\$1.52
Off-Peak Season	102,000	\$147,000	49.3	\$1.44
ADA DEMAND RESPONSE SERVICE in Sedona and VOC				
Year Round	15,000	\$512,000	1.9	\$34.13
TRAILHEAD SHUTTLES - Hub to Jim Thompson, Little Horse, Huckaby, Mescal				
Peak Season	166,440	558,000	21.3	\$3.35
Off-Peak Season	23,256	78,000	21.3	\$3.35
PHASE 1 TOTAL:	1,732,000	\$4,404,000	28.4	\$2.54
PHASE 2				
TRAILHEAD SHUTTLES - Hub to Cathedral Rock, Soldiers Pass, Dry Creek/Mescal				
Peak Season	230,000	\$766,000	22	\$3.33
Off-Peak Season	32,000	\$107,000	22	\$3.34
PHASE 2 TOTAL:	364,000	\$725,000	38.0	\$1.99
PHASE 3				
OCC SERVICE - Intercept Parking on 179 to Oak Creek Vista				
Peak Season	170,000	\$1,070,000	12.2	\$6.29
Off-Peak Season	17,000	\$122,000	10.9	\$7.18
PHASE 3 TOTAL:	187,000	\$1,192,000	12.0	\$6.37
PHASE 4				
EXPRESS SHUTTLE to Slide Rock - from Intercept Parking on 179				
Peak Season Only	368,000	\$640,000	44.1	\$1.74
PHASE 4 TOTAL:	368,000	\$640,000	44.1	\$1.74

## Vehicle Requirements and Capital Costs

Capital Item	Quantity	Est Cost
Phase 1		
Heavy duty buses for core routes	12	\$9,540,000
Vehicles for paratransit	3	\$270,000
Vehicles for trailhead routes	5	\$450,000
Operations & maintenance facility		\$15,000,000
Transit hub		\$1,500,000
PHASE 1 TOTAL		\$26,760,000
Phase 2		
Vehicles for trailhead routes	3	\$270,000
PHASE 2 TOTAL		\$270,000
Phase 3		
Vehicles for OCC Route	6	\$2,500,000
VOC intercept parking lot		\$3,750,000
Oak Creek Vista parking lot		\$750,000
PHASE 3 TOTAL		\$7,000,000
Phase 4		
Vehicles for Slide Rock Route	12	\$9,000,000
VOC intercept parking lot		\$4,500,000
PHASE 4 TOTAL		\$13,500,000



## Other Actions and Costs Required to Support

**Roadway Improvements**  
required to support the transit plan will involve additional costs which have not been estimated here:

- Roadway improvements (bus bypass lane) on 89A
- Roadway improvements at Ranger Road and Brewer Road to access transit hub
- Bus stop improvements
- Property acquisition

- Remove parking in OCC as planned, implement strict parking controls with enforcement
- Forest Service approval for bus stops at trailheads
- Prohibit parking at Soldier’s Pass trailhead during peak season
- Increase area of paid on-street parking in Uptown
- Limit parking capacity increases in Uptown
- Roadway improvements at Brewer Road and at Ranger Road for access to transit hub
- Complete roundabout improvements at “Y” and on 179 to increase capacity
- Add shoulder bus bypass lane on 89A from Airport Road to Ranger Road
- Increase motorist/visitor information using variable message signs (VMS), Chamber/visitor information, lodging, etc.
- State Park reservation system and remote intercept parking